

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clements Lane, Lombard Street. GORDON & GORDON, 30, Cornhill. GORDON & GORDON, Ladgate Circus. E. C. BATES, HENDY & Co., 1, Old Jewry, E.O. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 19, Rue Monsieur, Paris. NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNINGSEN & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELO & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COURT OF DIRECTORS:
Chairman—W. H. FORBES, Esq.
Deputy Chairman—HON. W. KESWICK, Esq.
E. R. BELLIS, Esq. WILHELM REINER, Esq.
H. L. DALRYMPLE, Esq. F. D. SARSON, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
Shanghai, EWEN CAMERON, Esq.

LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.
(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1864.

CAPITAL FULLY PAID-UP, 25,000,000. RESERVE FUND, 2,800,000.

HEAD OFFICE:—14, RUE BERGEE, PARIS.

AGENCIES and BRANCHES at:
LONDON, BOURBON, SAN FRANCISCO, MANZILLA, BOMBAY, HONGKONG, LYONS, CALCUTTA, BANGKOK, NANTES, SHANGHAI, FOOCHEW.

LONDON BANKERS:
THE BANK OF ENGLAND.
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. G. VOUILLEMONT,
Manager, Shanghai.
Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.
(Incorporated by Royal Charter.)

PAID-UP CAPITAL, 21,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " " 4% " "
" 12 " " 5% " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,
Hongkong, September 4, 1879.

Banks.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2,800,000. RESERVE FUND, 1,150,000.

BANKERS.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.
" 6 " 4 per cent. " "
" 3 " 2 per cent. " "

H. H. NELSON,
Manager.
Hongkong, May 31, 1879.

NATIONAL BANK OF INDIA, LIMITED.

Registered in London under the Companies' Act of 1862, on 23rd March, 1866.

Established in Calcutta 29th September, 1863.

SUBSCRIBED CAPITAL, 2,933,000. PAID-UP CAPITAL, 2,465,250. RESERVE FUND, 220,000.

HEAD OFFICE:—39A, THEADNEEDLE STREET, LONDON, E.C.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK OF ENGLAND. NATIONAL BANK OF SCOTLAND.

All descriptions of Banking and Exchange business transacted.

INTEREST ALLOWED ON CURRENT ACCOUNTS at the rate of 2 per cent. per annum on the daily balances; and on FIXED DEPOSITS according to arrangement—the maximum rate being 5 per cent. per annum.

R. H. SANDEMAN,
Manager.
Hongkong, November 1, 1879.

Entertainment.

THEATRE ROYAL, CITY HALL.

Under the Distinguished Patronage of H. E. J. POPE HENNESSY, C.M.G., GOVERNOR AND COMMANDER-IN-CHIEF.

ROYAL ITALIAN OPERA COMPANY.

THIS EVENING,
Nov. 20th, 1879.

The Celebrated Opera by DONIZETTI, "Lucresia Borgia."

SATURDAY EVENING,
Nov. 22nd, 1879.

The Grand Opera by VERDI, "Ernani."

Prices of Admission:
Dress Circle, to admit three, 23s.
Family Tickets, to admit three, 27s.
Stalls, 22s.
Back Seats, 21s.

Doors Open at 8.30; Performance to commence at 9 p.m.

Tickets may be obtained from Messrs KELLY and WALSH, where a Plan of the Theatre can be seen.

Pamphlets in English Version will be sold at the door at 50 cents each.

Ladies unaccompanied by Gentlemen will not be admitted.

Hongkong, November 20, 1879. n23

CARRISON THEATRE.
BY KIND PERMISSION OF H. E. MAJOR-GENERAL E. M. DONOVAN.

MESSRS VOSE AND BROWN,
BEG to announce that they will give two Entertainments at the CARRISON THEATRE

TO-MORROW EVENING,
The 21st inst.

Prices of admission for these occasions only—
Reserved Seats, One Dollar
Second Seats, 50 Cents
Back Seats, 20 Cents
Doors open at 8.30; performance to commence at 9 o'clock.

Hongkong, November 20, 1879. n23

For Sale.

GLASGOW BANK FAILURE.

TO THE INHABITANTS OF THIS CITY & VICINITY.
GREAT BANKRUPT
SALE OF DRAPERY.

OWING to the great depression in Scotland caused by the failure of the Glasgow Bank, the well-known firm of Messrs DUNCAN, MACDONALD, and STEWART, of Glasgow and Manchester, being bankrupt, Messrs McDONNELL, CASS & Co., Official Assignees, are now disposing of by Private Sale a large portion of the STOCK belonging to the late firm, consisting of:—

WEST OF ENGLAND BROAD AND NARROW CLOTHS, ENGLISH MELTONS, BEAVERS, Scotch Tweeds and Cheviots, French Cloths, Cashmeres, &c.

THERE WILL ALSO BE OFFERED A LARGE STOCK OF ENGLISH PRINTS, CALICOES, WELSH FLANNEL, LADIES' KID BOOTS AND SLIPPERS, To which the Subscribers would respectfully call the attention of the Public, at the following

LOW PRICES, viz:—
1,570 Bales of ENGLISH PRINTS, which will be offered from..... 6 cents per yard.
1,990 Bales of ENGLISH CALICOES, which will be offered from..... 6 cents per yard.
550 Bales of WELSH FLANNEL, which will be offered from..... 15 cents per yard.
400 Trunks BEST KID BOOTS..... \$2.00 per pair.
150,000 Yards ENGLISH LICKING..... 50 cents per pair.
1,020 Bales REGATTA SHIRTING..... 10 cents per yard.

N.B.—The Subscribers would also call attention to the large lot of FRENCH and PAISLEY SHAWLS of the LATEST DESIGNS and FINEST QUALITIES, which will be offered at a Great Sacrifice; also a large lot of FRENCH and ITALIAN SILKS; also, IRISH POPLIN DRESS PATTERNS, manufactured by the celebrated FRIM BROTHERS, of Dublin.

800,000 REMNANTS OF ENGLISH BROAD CLOTHS, IN BLACK, BROWN, BLUE, AND OTHER COLOURS.

Meltons, Beavers, Tweeds, Cheviots, Cashmeres, &c., which will be sold in lots to suit Private Families, at considerably BELOW MANUFACTURER'S PRICES.

N.B.—The Assignees have engaged the services of Twenty Salesmen, who will offer for inspection and sale portions of the above Goods, and from the low prices at which they will be offered, they feel confident of a speedy clearance. ONE PRICE charged, from which NO ABATEMENT will be made.

ADDRESS 42, QUEEN'S ROAD, Opposite Messrs. Birley and Co.'s.

BUCHANAN PEARSON & CO., Agents.

del

Entertainment.

ST. ANDREW'S HALL.

VAL VOSE,
THE GREATEST OF ALL VENTRILOQUISTS,
With His Funny ODD FOLKS,
In conjunction with
IRA BROWN,
the Artistic Banjoist and Musical Genius,
Intend to give a
MATINEE ENTERTAINMENT
for
LADIES AND CHILDREN,
ON
SATURDAY,
the 22nd inst.,
At ST. ANDREW'S HALL, CITY HALL,
At Three O'Clock p.m.

Through the kindness of Signor CAGLI, Director of the Italian Opera Company, Messrs VOSE & BROWN will be assisted by
SIGNOR GENOLINI,
SIGNOR GUARNIERI,
Maestro and Director, and
SIGNOR CORTESI.

Tickets to be had at the Hongkong Hotel on or before the day of the Performance.

PRICE.—One Dollar per Ticket.
Hongkong, November 19, 1879. n22

LOST.
A SMALL Black and Tan TERRIER, answers to the name of "PUNCH." Small white spot on breast. Reward given if required. Address: No. 12, Praya East. Hongkong, November 18, 1879.

Auctions.

PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract:—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FIXTURES.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879. del

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by Public Auction, on

MONDAY,
the 24th November 1879, at 3 o'clock p.m., at the Office of the FRENCH CONSUL, by order of the French Consul (For account of whom it may concern), The French Ship "ERNEST,"

of 391 Tons Register or thereabout, as she now lies in this Harbour.

TERMS OF SALE.—Cash in Bank Notes, and the Vessel to be at purchaser's risk on the fall of the hammer.

For further Particulars and Inventory, apply to the Auctioneers.

HUGHES & LEGGE,
Auctioneers.
Hongkong, Nov. 17, 1879. n24

AUCTION OF ELEGANT ENGLISH-MADE HOUSEHOLD FURNITURE, AN EARL'S PATENT CONCERT PIANO, PARISIAN SIDE TABLES, TURKEY CARPETS, &c., &c., &c.

LANE, CRAWFORD & Co. have received instructions from W. H. BRERETON, Esq., to sell by Public Auction, at his Residence, Beauvilliers, on—

TUESDAY,
the 25th November, 1879, at Two o'clock p.m.—

The whole of the Valuable **HOUSEHOLD FURNITURE,** comprising:—

Drawing Room Suite Ebonyed and Gilt Covered with Cretoune, comprising Chairs, Couches, Lounges and Ottoman; Parisian Side Tables with Ormolu Mountings; Handsome Mantel-piece Mirrors; Clocks; Gilt Window Cornices and Hangings; Flower Vases; a few Framed Coloured Photographs of Views in Japan; Chromo-Lithographs; Gasalier; Carpet, Fender and Irons, etc., etc.

Mahogany Dining Table; Mahogany Dining Chairs on Castors; Easy Chairs; Turkey Carpet; Sideboard; Whatnots; Book Case with Plate Glass Doors; Window Curtains; Cut Glassware; Electro Plated Ware; Crockery, etc., etc.

A very handsome Solid Gilt Brass Bedstead, with Spring and Horse-hair Mattresses and Hangings; Lady's Mahogany Double-winged Wardrobe with Silvered Plate Glass Front; Mahogany Washstand with Marble-top; Dressing Table; Cheval Glass; Bed-room Chairs; Toilet Mirrors, etc., etc.

Study Table; Morocco Covered Chairs and Lounges; Dayenpart, etc., etc., etc.

An Earl's Patent Concert PIANO, nearly new.

An Australian HORSE, with Saddle, Catalogues will be issued, and the whole will be on view on Monday, the 24th inst.

Hongkong, Nov. 17, 1879. n25

Shipping.

Steamers.

FOR SWATOW, AMOY & FOOCHEW.
The Steamship "NAMO,"
Capt. WESTON, will be de-
spatched for the above Ports
on SUNDAY, the 23rd inst., at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.
Hongkong, November 19, 1879. n23

FOR MANILA.
The Steamship "DIAMANTE,"
Capt. TREBAUD, will be de-
spatched for the above Port
on MONDAY, the 24th inst., at 2 p.m.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, November 19, 1879. n24

FOR SHANGHAI.
The Steamship "ROMULUS,"
Captain WATT, will be de-
spatched for the above Port
on MONDAY, the 24th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.
Hongkong, November 19, 1879. n24

FOR SINGAPORE, BRISBANE, SYDNEY AND MELBOURNE.
(Calling off the usual Coast Ports, and taking through Cargo and Passengers for New Zealand.)
The Eastern & Australian Mail Steam Co.'s Steamship "NORMANBY,"
Captain GREEN, will be de-
spatched as above on SATURDAY, the 29th inst., at Noon.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Hongkong, November 17, 1879. n29

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship "STENTOR,"
Capt. J. KIRKPATRICK, will be de-
spatched on or about the 20th inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 4, 1879.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Company's Steamship "ACHILLES,"
Capt. C. ANDERSON, will be de-
spatched on or about the 1st Proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, November 12, 1879.

Sailing Vessels.

FOR LONDON.
The A 1 Danish Bark "FLENSBO,"
JACOBSEN, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, November 10, 1879.

FOR LONDON.
The A 1 British Bark "QUEEN OF INDIA,"
CARY, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, November 6, 1879.

FOR NEW YORK, VIA ILOILO.
The A 1 American Bark "MIRIAM,"
Capt. PARKER, will load here for the above Ports, and will be despatched on or about 15th inst.

For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

FOR NEW YORK.
The A 1 American Ship "EMERALD ISLE,"
STAZLES, Master, will load here for the above Port, and will be despatched on or about 1st December.

For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

FOR HAMBURG.
The A 1 German Brig "ALIDA,"
Captain BREX, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

Shipping.

Sailing Vessels.

FOR HAMBURG.
The A 1 German Bark "MAGELLAN,"
STERNBERG, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

FOR LONDON.
The A 1 British Bark "GLASO BABUYAN,"
POLSON, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

FOR ILOILO.
The A 1 American Bark "MIRIAM,"
PARKER, Master, will load here for the above Port, and will be despatched on or about 15th inst.

For Freight, apply to
VOGEL & Co.
Hongkong, November 3, 1879.

Intimations.

HONGKONG ARTILLERY VOLUNTEERS.

THE Corps will Parade for Inspection on MONDAY EVENING Next, the 24th inst., at 8.45 o'clock, on the Volunteer Parade Ground.

GIVE DRESS at the North Barracks, on WEDNESDAY Next, the 26th, and FRIDAY Next, the 28th instants, at the same hour.

A. COXON,
Captain-Commandant H. K. A. F.
Ordnery Room, 19th Nov., 1879. n39

NORWICH UNION FIRE INSURANCE SOCIETY.

ESTABLISHED 1797.
FOR FIRE INSURANCE EXCLUSIVELY.
Head Office, Surrey Street, Norwich, London Office, 60, Fleet Street.
CAPITAL, £1,100,000.

THE undersigned, having been appointed Agents of the above Company at this Port, are prepared to issue Policies of Insurance against Fire on the usual terms.

BIRLEY & Co., Agents.
Hongkong, 10th November, 1879. del9

COSMOPOLITAN DOCK.
B. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.

The DIMENSIONS of the Dock are:—420 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft. Office, 20, PRAYA CENTRAL, HONGKONG.

Hongkong, October 4, 1879. 40680

YANGTZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. ON THE NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th inst.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co., Agents.
Hongkong, May 5, 1879.

For Sale.

MacEwen, Frickel & Co.,

BEG to announce the ARRIVAL of the following FIRST-CLASS STORES, &c.
Ex "OCEANIC,"
"LORD OF THE ISLES,"
And Other Late Arrivals.

Finest California BUTTER in Rolls.
Good Cooking BUTTER in Kegs.
Fine Apple CHEESE.
Limburg CHEESE.
Sap Sage CHEESE.
Prime Gilroy CHEESE.
Fine Eastern HAMS.
Fine Eastern BACON.
Prime Smoked SALMON.
Smoked HERRINGS.
Boston MACKEREL.
SALMON BELLIES.
Family PIG PORK and BEEF in Kegs.
Pickled OX-TONGUES.
Boneless and Good Dry CODFISH.
SAUERKRAUT in Kegs.
Finest CAVIARE and SARDELLES.

Fresh APPLES.
"No Plus Ultra" APPLE RINGS.
HICKORY NUTS.
PECAN NUTS.
BRAZIL NUTS.
PEANUTS.
COMB-HONEY in Frames.
Pure Orange BLOSSOM HONEY.
BROOKHAM'S TURKEY & TONGUE.
Do. LUNCH TONGUE.
Do. Compressed HAM.
L. McNEIL & LIBBY'S Compressed HAM.
L. McNEIL & LIBBY'S Corned BEEF.
L. McNEIL & LIBBY'S Compressed TONGUE.
Green TURTLE, 1lb. and 2lb. tins.
Boneless Spiced PIG'S FEET.
Assorted Devilled MEATS.
Baked PORK and BEANS.

CALIFORNIA CRACKER Co.'s GINGER CAKES.
CALIFORNIA CRACKER Co.'s SODA BISCUITS.
CALIFORNIA CRACKER Co.'s OYST-TER CRACKERS.
WAFER BISCUITS per Pound.
OATMEAL in Casks.
Fresh CORNMEAL.
Cracked WHEAT.
BUCK WHEAT.
RYE FLOUR.
HOMINY.

CUTTING'S Assorted JELLIES in Glass Pots.
CUTTING'S Assorted DESSERT FRUITS.
Do. QUEEN'S OLIVES.
Do. Pickled LIMES.
Do. Stuffed PEPPERS.
Do. ASPARAGUS.
Do. Asst. Corned VEGETABLES.
Do. Assorted PICKLES.
Do. Assorted SAUCES.

White BEANS.
Split PEAS.
MESS' PORK and BEEF.
BORDEN'S Condensed MILK (very fresh).
&c., &c., &c.

CROUSE & BLACKWELL'S
HOUSEHOLD STORES.

MULSON'S
Assorted German SAUSAGES.
Do. DO. VEGETABLES.
Long ASPARAGUS (very fine).

PHILIPPE & CANAUD'S
SARDINES. Assorted PATES.

JOHN MOIR & SONS'
Celebrated Family STORES.
Game PIES, Veal and Ham PIES.
Truffled SAUSAGES.
Cambridge SAUSAGES.
Bologna SAUSAGES.
Pork SAUSAGES. SAVELOYS.
SALMON OUTLETS (in Indian Sauce).
HADDOCK ROES. Fried SOLES.
Kipper HERRINGS. BLOATERS.
HERRINGS & LA SARDINE.
OATMEAL, &c., &c.

BOOKS!

BOOKS!!

BOOKS!!!

The Latest and most Popular
NOVELS.
By FIRST-CLASS AUTHORS.
DICTIONARIES,
&c., &c., &c.

"Cable Coil," "Perfection" and "Empress of India"
TOBACCOS.

Specialty Selected CIGARS.
Cavite CHEROOTS.
Princess CHEROOTS.
Cavite CIGARS.
Princess CIGARS.
Arcores CIGARS.
Vegueros CIGARS.
Choice No. 3 Melsig CHEROOTS.
Choice No. 3 Fortin CIGARS.

REVOLVERS & RIFLES.

Breech loading Central Fire FOWLING PIECES.
Electro-Plated "British Bull Dog" REVOLVERS.
SMITH AND WESSON'S REVOLVERS.
COLT'S DEWMING PISTOLS AND REVOLVERS.
CARTRIDGES, &c., &c.

Hongkong, October 18, 1879.

Notices to Consignees.

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. AMAZONE.

NOTICE.

CONSIGNEES of Cargo per S. S. *Indus*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before Noon To-day, the 14th Inst., requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Friday, the 21st Inst. at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, November 14, 1879. no21

FROM GLASGOW AND SINGAPORE.

THE Steamer *Romulus* having arrived from the above Ports, Consignees of Cargo by the above named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersigning, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, November 18, 1879. no25

BRITISH BARQUE PAMPERO, FROM ANTWERP.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersigning, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ARNHOLD, KARBERG & Co.

Hongkong, November 18, 1879. if

PACIFIC MAIL STEAMSHIP Co.

NOTICE TO CONSIGNEES.

CONSIGNEE of the undermentioned Cargo is requested to send in his Bill of Lading to the Undersigned for countersigning, and to take immediate delivery. This package has been landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Ex City of Tokio, from San Francisco, Addressed:

F. C. Moore, — 1 cased Pianoforte.

RUSSELL & Co., Agents.

Hongkong, November 18, 1879.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S. S. *Feronia*, Capt. H. SCHULTZ, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. To-day.

Cargo remaining undelivered after the 25th Instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co., Agents.

Hongkong, November 19, 1879. no26

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersigning, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Tanais.

RTW. Order, 22 cases Medicine from 147/168, Yokohama.
TT. Order, 6 bags Medicine from Yokohama.
WW. do. 8 " " " " " "

G. DE CHAMPEAUX, Agent.

Hongkong, November 19, 1879.

For Sale.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.
GIBB, LIVINGSTON & Co.
Hongkong, May 26, 1879.

FOR SALE.
THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the GOLD MEDAL at the PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX.
Quarts.....\$17 per Case of 1 doz.
Pints.....\$18 " " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

To-day's Advertisements.

FOR SHANGHAI.

THE Steamship

"CHINKIANG."

S. M. ONE, Master, will be despatched for the above Port TO-MORROW (Friday), the 21st Nov., at 3 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, November 20, 1879. no21

FOR SHANGHAI.

The Steamship

"FERONIA."

Captain SCHULTZ, will be despatched for the above Port TO-MORROW, Friday, the 21st Inst., at 11 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, November 20, 1879. no21

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FROM LONDON, SINGAPORE AND PENANG.

THE S. S. "Merionethshire," RICKARD, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk into the Godowns of the Undersigned at Whampoa, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 27th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 20th Nov., 1879.

To-day's Advertisements.

CORAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

The Steamer "PATROCLUS," will be despatched for HANKOW and Ports on the YANGTZE.

The Company's Steamship "PATROCLUS,"

Captain W. WHITE, will be despatched on 22nd Instant, at 10 a.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 20, 1879. no22

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "STENTOR,"

Capt. J. KIRKPATRICK, will be despatched on 22nd Inst., at Daylight.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 20, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "VOLGA,"

Commandant GUERAND, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, November 20, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "OXUS,"

Commandant KAPATEL, will be despatched for SHANGHAI, shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, November 20, 1879.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.

ALSO, BOMBAY, COLOMBO, MAHE, ST. DENIS, AND PORT LOUIS.

ON SATURDAY, the 29th November, 1879, at Noon, the Company's S. S. *DJEMNAB*, Commandant HERNANDEZ, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th November, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, November 20, 1879. no29

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 24th December, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Freight will be received on board until 4 p.m., the 23rd November. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, November 20, 1879. no24

SHIRE LINE OF STEAMERS.

FROM LONDON, SINGAPORE AND PENANG.

THE S. S. "Merionethshire," RICKARD, Commander, having arrived from the above Ports, Consignees of Cargo are hereby informed that the Goods are being landed, at their risk into the Godowns of the Undersigned at Whampoa, whence delivery may be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 27th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 20th Nov., 1879.

To-day's Advertisements.

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND HIOGO.

The Steamship "MERIONETHSHIRE,"

RICKARD, Commander, will be despatched for the above Ports, on SUNDAY, the 23rd Instant, at Daylight.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, November 20, 1879. no23

SHIRE LINE OF STEAMERS.

FOR LONDON VIA SAIGON.

The Steamship "RADNORSHIRE,"

DAYES, Commander, will be despatched for the above Ports, on TUESDAY, the 26th Instant, at Daylight.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.

Hongkong, November 20, 1879. no25

FOR NAGASAKI.

The Steamship "CRAIGLANDS,"

Captain SMITH, will be despatched for the above Port, on SATURDAY, the 22nd Inst., at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, November 20, 1879. no22

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "SCINDIA,"

Captain WINDHAM, shortly due, will have quick despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR HIOGO & PAKHOI.

The Steamship "HAIRAN,"

Capt. CONNOR, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship "ELECTRA,"

Captain BOHME, will shortly load here for the above Port, and will have quick despatch.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK.

The A 1 German Bark "IPHIGENIA,"

GREEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK.

The A 1 German Bark "OBERON,"

SCHMIDT, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK.

The A 1 British Ship "ENDYMION,"

RICHARDSON, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK.

The A 1 American Schooner "R. M. HAYWARD,"

DOANE, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

FOR NEW YORK.

The A 1 German Bark "HERONYMUS,"

IPLAND, Master, will load here and at Whampoa for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, November 20, 1879.

SHIPPING.

ARRIVALS.

Nov. 19, *Radnorshire*, British steamer, 1201, D. Davies, Kobe Nov. 13, General.

ADAMSON, BELL & Co.

Nov. 19, *China*, British steamer, 1036, T. Alderton, Yokohama Nov. 18, Mails and General.

P. & O. S. N. Co.

Nov. 19, *Davina*, British barque, from Whampoa.

Nov. 20, *Electra*, German steamer, 1169, R. Bohme, Honolulu Oct. 25, Ballast.

SIEMSEN & Co.

Nov. 20, *Merionethshire*, British steamer, 1245, Richard, London Oct. 2, Penang and Singapore, General.

ADAMSON, BELL & Co.

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Stonecutter's Island"—notwithstanding the unanimous feeling against such a step, on the part of those who have to pay the cost—is the only "public utterance" on the subject which has been made since this time last year. In our humble opinion, and in view of the present ruins at Stonecutter's Island, something ought to be done to arouse the attention of the home authorities to this vicious system of "Aunt Sally" involved in the pet schemes of individual Governors. The iniquitous system ought to be fairly represented and heartily denounced at Home, and we cannot but think that such action would exercise a beneficial effect. The common interest ought not again to be sacrificed at the shrine of gubernatorial whims. It may be said that Singapore has been ordered to build a Gaol; but there is no comparison between the old Singapore prison and the spacious, well-built, airy Gaol of this Colony.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

(Per E. E. A. & O. Telegraph Co.'s Line.)
LONDON, November 18.
The *Gelos* announces that the Porte has empowered vessels of those Powers undesirable of British domination in Turkey to enter the sea of Marmora.

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here on or about the 24th inst., by the O. & O. steamer *Belgic*, which left Yokohama on the 18th inst.

The latest telegraphic riddle from Reuter appears in its proper place. It would be useless to comment upon it in its present shape.

We learn, through the Agent, that the O. & O. Co.'s steamer *Belgic* sailed from Yokohama for this port early on the 18th (Tuesday). She may therefore be looked for here on the 24th (Monday next).

MESSRS de Souza and Co. send us the issue for 1880 of their well-known Date-book, and also a very neatly printed Anglo-Chinese Calendar in ornamental card form. Their office calendar in block, with chronological events, is an article so useful and handy that no desk should be without one. The Anglo-Chinese Calendar is also in frequent request throughout the year.

MEMBERS Val Voss and Ira Brown gave a most successful entertainment at the Garrison Theatre last night under the patronage of H. E. Major General Donovan, Lieut.-Col. Hall and Lieut.-Col. Geddes, the last named being present, with a good sprinkling of the officers and several ladies. The Theatre was crowded, and the entertainment was highly appreciated. They give another entertainment at the same place to-morrow night, with a change of programme.

THE China Sugar Refinery Company have lately been making very considerable additions to their plant and working gear at East Point. Machinery of the latest and most approved patterns has recently arrived and is now in course of erection, while a further consignment has just been received per British steamer *Romulus*, which will double the productive power of the Company. The new machinery to hand consists of four engines of 18 inch cylinders, with a 2 ft. 6 in. stroke, which will each work a pair of vacuum pumps, one large vacuum pan of 200 piculs capacity with patent condensers, 25 charge cisterns, (built in segments), each capable of containing 12 tons of dry sugar. Altogether about 290 tons weight of machinery and small stores have been received by the *Romulus*, the whole of which has been constructed by the eminent engineering firm of Messrs. Blackmore and Rankin, Greenock.

A social gathering of the members of the Independent Order of Good Templars presided over by the Rev. Mr. Henderson, Garrison Chaplain, took place at the Temperance Hall, Stanley Street, on Wednesday evening. After partaking of a substantial dinner, graced by the presence of several ladies, a few words were spoken by the Rev. gentleman in his usual genial manner. The members of the I.O.G.T. then donned their regalia, which, from the variety and neatness of the designs displayed, had a most harmonious and picturesque effect. An opening address on the benefits of temperance was delivered by Mr. Coan. A piano-forte solo by Mr. Lammert followed; a song, in character, was given by Sert. Gamble, 27th Inniskilling, with his accustomed drollery and was loudly encored. Mr. Dirrell, whose cheerful countenance is well-known on these occasions, gave two old favorites with banjo accompaniments. A reading by Mr. Crawford of an exceedingly laughable nature gained him hearty applause. A lady's chorus by Mrs. Woodford and family also deserved high praise and was equally well received. Two capital songs, one by Mr. Stringer and the other by Mr. Woodford, were succeeded by a comic Irish ditty by Color-Serge. Prentice, 27th Inniskilling, which evoked much merriment. Shortly afterwards the proceedings came to a conclusion; one and all being delighted with their evening's amusement. Much praise is due to the Committee for the way everything was arranged conducing to so successful an entertainment.—Cor.

The British barque *Emulation*, we note from the Japan papers, was chartered to load coals at Kichinote for Hongkong, and was to sail on or about Saturday, the 18th inst.

THERE are seven hundred and two silk factories in Japan, employing twenty-one thousand one hundred and thirty-five persons.

THE German barque *Gustav and Marie* left Yokohama for Nagasaki on the 7th inst., having been chartered to load coal at that port for Hongkong.

DURING his stay in Osaka the German Prince will have his headquarters at the mint; and at Kioto the Sokokoji temple has been prepared for his accommodation.

THE young Japanese Prince Arisagawa Shigemitsu, who is a midshipman on board the *Iron Duke*, obtained leave to visit his parents when the vessel was at Yokohama and went to Tokio by the mid-day train on the 8th.

THE British bark *Claverhouse*, with a cargo of kerosene oil, was to leave Yokohama for Hongkong on or about the 7th inst. She probably brings the large shipment of kerosene booked for this port to which we referred a few days ago.

THE German man-of-war *Prinz Adalbert*, with Prince Heinrich, left Yokohama on the 12th for Kobe. From Kobe she will come on to Hongkong, and will proceed hence to India; and if instructions from Germany do not arrive ordering the ship home, she will return to the Far East next April or May.

THE *Omura*, 14, ordered, as Reuter has told us, to join the China Squadron, is one of six new corvettes of about 1,600 tons measurement and 2,300 horse-power effective. The vessels are heavily rigged, and steam and sail fast. The armament is not strong, as only 12" 64-pounders and 2" 7-inch 90 cwt. rifled cannon, all of small range, are carried.

THE Osaka papers report that the temple of Shokokuji in Kioto is being set in order for the reception of Prince Heinrich of Germany. This temple, which is situated in one of the pleasantest parts of the city, was first prepared for the reception of distinguished foreign guests immediately before General Grant's expected visit. It was subsequently placed at the disposal of Mr. Hennessy, and is said to be very handsomely furnished.

THE eminent Japanese patient, under Dr. von der Horck's care for a disease of the eye which threatened total loss of sight, has, we read in the *Japan Gazette*, progressed as favourably as possible under the circumstances. On Dr. von der Horck's arrival the sufferer was unable to detect even a strong light, but a few days ago he was able to distinguish small objects with one eye, the sight of which promises to be eventually restored, though the other may be irretrievably lost. That Dr. von der Horck has rendered good service is certain, and his visit to Japan will very probably add materially to his professional reputation.

Marine Court.

(Before H. G. Thomsett, Esq., R.N.)
Thursday, Nov. 20th.

REFUSAL OF DUTY.

Manuel Franco, a seaman on board the British barque *Pampiro*, was summoned for refusal of duty.
The prisoner made no defence. He said he wanted his discharge and was willing to go to gaol.
Sentenced to one month's imprisonment with hard labour, at the order of the Captain.

Police Intelligence.

(Before C. F. O'neagh, Esq.)
Wednesday, Nov. 19.

MALICIOUS DAMAGE.

Wong Acheung, 29, a coolie, was charged with maliciously breaking a rice pan, the property of one Chan Yau Tsai, a widow residing in Market Street, on the 10th inst.
Complainant said the prisoner had formerly lived in the same house, but on the 4th inst., she suspected he was going to steal a box from another man. She ordered him off then, saying she would not have him in her house any longer. Since then he had several times thrown stones into the house and had broken some dishes. The total damage amounts to about \$1.30.
Defendant was ordered to pay \$1.80 amends to complainant, in default, seven days' imprisonment with hard labour. He was also fined \$5, in default fourteen days' further imprisonment, and ordered to enter into his personal recognizance in \$25 to be of good behaviour for twelve months.

A PICKPOCKET.

Yeung Ahoi, 20, a coolie, was charged with picking the pocket of an European lady on the 18th inst. in the Queen's Road.

It appeared that this lady was shopping in company with a lady friend yesterday forenoon; on their coming out of a shop in Queen's Road the prisoner was seen by complainant's chair coolie with his hand in her pocket, when a cry of "thief" was raised. The prisoner threw an envelope on the ground and ran. The chair coolie pursued him and he was arrested near No. 5 Station. The envelope contained \$7.30.

Defendant admitted having been in gaol in 1877 for larceny.

His Worship now sentenced him to six months' imprisonment, the first and last fourteen days in solitary confinement, the rest with hard labour, and six hours' public exposure in the stocks.

BREACH OF THE OPIUM ORDINANCE.

Ching Aing, 52, a hawker, and Li Ah, 45, an expectant lieutenant, were charged with having in their possession on the 19th inst. prepared opium, contrary to Section 8, of Ordinance 2 of 1868.

Antonio dos Santos, an excise officer, said he boarded the *Macao* steamer this morning and, suspecting the prisoners, had their baggage searched, when a quantity of opium was found in their possession. At first they said they were traders, but afterwards the second defendant said he was a soldier.

They were each fined in the sum of \$75, in default four weeks' imprisonment, half the fine if paid to go to the Opium Farmer.

SUSPECTED FIRE BAKING.

Ip Acheung, 48, a married woman, was charged with attempting to set fire to the ground floor of No. 1 Ching Ming Lane on the 18th inst.

About 2 p.m. yesterday a fire broke out in the lower floor of defendant's house, when a small quantity of clothing was burnt.

She had only recently removed from Stanley Street to her present residence. Fires had occurred several times in her house in Stanley Street, but on one of these occasions evidence was not at home. There was no evidence to show how the clothing took fire, and there was nothing in the house insured. His Worship dismissed the case.

(Before the Hon. C. B. Plunket).
Thursday, Nov. 20.

ASSAULTING A CONSTABLE.

Ma Amuk, 32, a chair coolie, was charged with assaulting a constable while in the execution of his duty, about 2 o'clock this morning in Hollywood Road.

Fined \$2, in default, one week's imprisonment.

A ROGUE AND VAGABOND.

Yan Acheung, 21, a hawker, was charged with being a rogue and vagabond and causing an obstruction in Queen's Road Central on the 19th inst.

The prisoner had a crowd of about 30 persons round him gambling at *Kam Pien*, (cutting oranges, with bets on as to the number of pips each section of the orange may contain.)

Fined \$1, or three days' imprisonment.

PERSONATING A POLICE CONSTABLE.

Yeong Akai, 22, a servant, unemployed, was charged with personating a Police Constable, on the 17th inst.

From the evidence adduced it appeared that defendant was in the habit of going to barbers' shops and getting his queue plaited and his head shaved, on the representation that he was a Police Constable. On the occasion of these several visits he had no money to pay for the services rendered, but promised to defray all liabilities at the end of the month; and in one instance he purloined a jacket and a pair of trousers, valued 60 cents, from one of his tonsorial creditors.

Defendant admitted visiting the barbers' shops, but denied having stolen the jacket or trousers. On the occasion of one visit he told the barber that he had no money. His uncle took the things away without prisoner's knowledge.

Sentenced to six months' imprisonment with hard labour for larceny of clothing.

CUTTING TREES.

Shuk Acheung, 35, a married woman, and Wong Afuk, 54, a widow, were charged by Private Robert Leeman, 27th Regiment, with cutting bamboo trees near Victoria Barracks on the 19th inst.

Fined \$2 each, in default, one week's imprisonment.

LEGISLATIVE COUNCIL.

Proceedings of a meeting of the Legislative Council held Nov. 19th, at which there were present: H. E. the Governor, J. Pope Hennessy, the Chief Justice, Sir John Smale, the Colonial Secretary, Hon. W. H. Marsh, the Acting Attorney General, Hon. J. Russell, the Acting Treasurer, Hon. M. S. Tonnochy, Hon. P. Kyrie, and Hon. W. Keewick. [Report continued from last night's issue.]

THE MERCHANT SHIPPING CONSOLIDATION BILL.

In moving the second reading of this Bill the Attorney General acknowledged the great and valuable assistance rendered by the Harbour Master, Capt. Thomsett. They had been sitting together, from day to day, and Capt. Thomsett, by drafting forms and so on, had done a great and important part of the real codification work. His (the speaker's) object had rather been to make himself acquainted with the points of the Bill for a proper presentation of it to the Council. Capt. Thomsett's practical knowledge had been of great value, and he had been able to afford him much information as to the many changes made since the first introduction of the measure and as to the reasons which suggested those alterations. He had also noticed much of the Harbour Master's work with his predecessors. The bill he now asked to be read a second time was originally introduced into the Council in 1874. It was framed on the same principle as the Merchant Shipping Amendment Act at that time. Of course it was nothing like so comprehensive as the English Merchant Shipping Act, which applied of itself to all parts of Her Majesty's dominions, but it was in this respect similarly framed, that it was divided into distinct parts each dealing with a distinct subject; these parts were divided into chapters and these again subdivided into various sections. For instance, the first part dealt simply with Merchant Shipping and Seamen, and consisted of ten chapters, each of which was devoted to some special subject. The first dealt with the registration of British and colonial ships. With reference to the second sub-section Chap. 1, of the first part, he would ask hon. members to consider whether it would not be well to strike it out entirely. It provided that "no ship owned by a Chinese resident of this colony, such Chinese resident not being a British subject, shall be at liberty to trade in or from the waters of the colony, unless such ship has obtained a colonial register as hereinafter provided, or possesses some other certificate of registry." The object of the clause at the time of drafting clearly enough was to make it equal to the first section by which it was proposed to be enacted, (the proviso being the Committee's) that "no ship owned by a British subject shall be at liberty to trade in or from the waters of this colony, unless she is provided with a certificate of registry in conformity with the Imperial Acts of Parliament in that behalf, provided always that no prosecution shall be instituted under this section without the sanction in writing of the Attorney-General." The note of the Board of Trade on Sec. 2 was to the effect that this was a very strong measure and would place British shipping at a disadvantage with other shipping in any time of war. They wrote,—"Good" (that is, as far as the first portion of the section is concerned), "but it differs from the Imperial Act and would be required to be worked with great caution in time of war, when it would not be advisable to prevent British ships availing themselves of the protection of another flag." Now in point of fact, it came out in Committee, every Chinese ship does have a register of some kind or other, so that if, as was suggested, they added the words,—"or possesses some other certificate of registration"—the query was whether it would not be as well to omit the section altogether and leave things as they are. It looked like putting a Chinaman living here (not being a British subject) at a great disadvantage compared with a Chinaman living anywhere else. For instance, the China Merchants' steamers were perfectly at liberty to trade here without a Colonial register, while a Chinaman who lived here would not be able to fly his own flag. The object of the clause was good enough; but he simply threw out the suggestion to delete the clause, for the consideration of the Council.

The Chief Justice, Mr. Keewick and Mr. Ryrie agreed that it would be as well to omit the section altogether.

The Attorney General said the hon. member on the other side (Mr. Keewick) drew attention to the point in Committee, and Mr. Ryrie found out from Kwok Acheung that every Chinese vessel had a register of her own. There was a new clause suggested by the Board of Trade providing for six months' terminable certificates; the hon. members might turn the point over in their minds. The second chapter concerned itself with the safety of boats and sea-going ships generally. In the third chapter which had already been before the Council in a separate form considerable alteration had been made, and several new provisions were given. In its original form, the bill proposed that all British steamers not being certified in the United Kingdom should be subject to the survey. The Board of Trade pointed out, as would be seen from papers laid on the table at last meeting, that legislation at home had been going in quite a different direction from that we were taking here, the Merchant Shipping Act of 1876 having exempted ships that did not carry more than twelve passengers from any survey at all; Section 6 of that Act clearly excluded them from any such survey. This same result was obtained in this ordinance by the introduction of, throughout the whole of this part, the words "carrying more than twelve passengers." In forwarding this note to the Colonial Government here, the Secretary of State also pointed out that they could apply this law to foreign ships, provided they accepted the certificates of survey and of masters and mates from other countries as of equivalent value with English certificates. There was an important change with regard to river steamers. Section 8 provided that the Governor in Council might from time to time grant special licenses for the river steamers, by which the number of passengers they were entitled to carry would be fixed. It was unfair with regard to these steamers to lay down any hard and fast system of reckoning by the tonnage the maximum number of passengers each should be allowed to carry. The surveyor whom this Ordinance gave the Governor power to appoint would be able to advise the Governor in Council as to what number any particular ship could carry. In case any vessel failed to provide herself with a license she would be liable to be dealt with under the old ordinance. There were a number of minor changes made in this chapter of the ordinance, which, although they were not of much importance, would, he believed, be found very useful. It had been proposed, with regard to the shipment of dangerous goods, to incorporate a local ordinance (Dangerous Goods Ordinance, 1873); he did not think that was advisable, the subject matter of the two being so essentially different, but it might be printed, as had been suggested, as an appendix to the present Bill. There was quite a new thing in the Bill, in the way of provision for the examination of mates and engineers. The Marine Court was to be differently constituted and a Court of Survey introduced. The Bill, in fact, made the Marine Court a Court of Survey, and provided for appeal against the refusal of certificates for ships. There was one provision which would be found very useful by foreign Consuls here, the establishment of means for the punishment of seamen who refused duty on foreign ships within the harbour or waters of this Colony. There was a similar enactment at Singapore, which had been very highly spoken of and recommended by the Board of Trade as a very proper one to be introduced here. The want of some means of getting rid of such men had been brought to the notice of Government by the Consuls themselves. Some time ago Mr. Bailey spoke to him about the helplessness of the Consuls and the Courts to deal with such men, and said that with such a large American shipping as we have here it was necessary there should be some power of punishment. There was, he might mention, a suspending clause, that no action be taken except at the written request of the Consul. The Consul if he did not want it, did nothing; but, as a matter of fact, they were pretty well informed that the Consuls do want it.

With regard to chapter—9, "Desertion and other offences of Seamen," the Chief Justice remarked that some Consuls had claimed absolute authority, to the exclusion of the English Court. He hoped nothing in the ordinance contained would either give any power to, or recognise the authority of Consuls. There was one case before him with which the Consul desired to deal himself. It was of such a nature that he felt it to be his duty to let the men off. They were afraid to go under the jurisdiction of the Captain. There had just before that been some very serious cases against Captains for ill-treating their men, American Captains especially.

The Attorney General said there was no power given to the Consul or recognised in the Ordinance save with regard to the wages of seamen. With regard to the discharge of seamen there was a difference between this and the previous ordinance. Under the old ordinance no seaman could be discharged except at the Harbour Master's Office; then came another ordinance which provided for his discharge at "no place except the Harbour Master's Office, unless represented by a Consul here" so that it was very clear the Consul had the power to discharge him. The clause in the Bill (sub-sec. 8, sec. 16, chap. V) made this provision; that the master of any ship "discharging or forcing therefrom, or wilfully or negligently leaving behind him, in this colony, any seaman shipped on board thereof, unless on a certificate from the Harbour Master, or his deputy or from the Consul or Vice-Consul, if any, representing the nation to which the ship belongs" was liable to a fine, not exceeding \$25. The Harbour Master or his deputy and the Consul or Vice-Consul were empowered to withhold or grant his certificate upon such conditions for the subsistence of the seaman as he shall think fit. Again, "any seaman wilfully or negligently remaining in the colony, after the departure of the vessel in which he shall have shipped" rendered himself liable to a fine not exceeding \$25, or to be imprisoned for a term not exceeding one month, with or without hard labour. This clause would meet the case of men discharged from ships here without means, without anything to live on, and who were

thrown on the Consuls who had to find something for them. The clause he would like every reason to believe, would meet the views of all the Consuls, who were all quite willing to assist the Harbour-master in preventing men being left here destitute. There were some slight changes with regard to the boarding houses. And now he came to the desertion clauses. The penal clause was as follows: "Whenever any seaman engaged in any foreign ship commits any of the following offences within the waters of the Colony, he shall be liable to be punished summarily by a Stipendiary Magistrate as follows:—And then came the penalties, "for wilful disobedience of any lawful command,—imprisonment for any period not exceeding four weeks, with or without hard labour, and also, at the discretion of the Court, to forfeit, out of his wages, a sum not exceeding two days' pay; for continued wilful disobedience to lawful commands, or continued wilful neglect of duty,—to imprisonment for any period not exceeding twelve weeks, with or without hard labour, and also, at the discretion of the Court, to forfeit, for every twenty-four hours' continuance of such disobedience or neglect either a sum not exceeding six days' pay, or any expenses which have been incurred in hiring a substitute; and thirdly for combining with any other or others of the crew to disobey lawful commands, or to neglect duty, or to impede the navigation of the ship, or the progress of the voyage, imprisonment for any period not exceeding twelve weeks, with or without hard labour, and then there was a proviso,—"that when there is a Consul, Vice-Consul, or Consular Agent resident at Hongkong of the nation to which the ship belongs, the Court shall not deal with this offence thereto requested by such officer in writing."

The Chief Justice said this part of the ordinance bore upon the case he had referred to; a very painful case it was. The American Consul insisted that he had the right to deal with the case, to send the men back to the ship and punish them. He (the Consul) protested against the Court taking any action in the matter at all, and the Magistrate (very wrongly as he thought) got into a long correspondence with him. It ultimately came by way of appeal before the Supreme Court and the evidence then heard was of this kind. It was proved that an attempt was being made to force the men back to the ship, that the mate had said that he would "do for" these men when he did get them back. On that evidence, rightly or wrongly, he discharged the men. Then the Consul protested, and the case he believed was the subject of a great deal of correspondence. He did not know what was not to happen in consequence of the discharge of these men, according to the strong language of the Consul (Mr. Loring, he thought it was). He wished to have jurisdiction, but he as Chief Justice did not think the Consul's was a proper jurisdiction in that or in any other case. If those men had gone back to the ship it was impossible to say what would have been the result. The mate said he would make it hell for them, and he believed he would have done so. The case afterwards went to Washington and London; and he had no doubt there was even now stored away somewhere in the Government offices here a large mass of correspondence on the subject. He did hope no step would be taken by this or any other Ordinance passed here to enlarge the power of Consuls. Consuls were not the men here to be judges as between the masters of ships and the men. They lacked the impartiality of position essential for a fair judge. They were on terms of equality and usually of friendship with the masters, and this unfitted them for being judges in cases between these same masters and the men under them. The case he had referred to gave him a very strong conviction in the matter, and he could not but take this opportunity of expressing his hope that by no act of this Council would there be any enlargement of the powers of Consuls.

The Attorney General said the foreign Consuls in this Colony had no jurisdiction except in disputes as to wages and had not as much as he knew. If any such claims were made of course they would be allowed; but he presumed it would be time enough to deal with them when assumed. It had been the law of the Colony since 1850 that deserters from foreign ships could be dealt with summarily by a Magistrate. That law was passed at a time when a number of whalers used to visit the port, and it was impossible for the masters to clear their ships, because the men used to come ashore and get drunk and go down to Taipingshan and such like places and stay there so that the ship could not get away. This 1850 ordinance was therefore passed, under which deserters from foreign ships could be arrested and taken before a Magistrate who, if he was satisfied the men were deserters, could order them to be sent on board their ship. There was no intention whatever of altering that clause; it was simply intended to consolidate it; but there was a new provision, and that was what he wanted to call attention to. There was no intention to give foreign Consuls any judicial power, but, by international courtesy, they dealt with questions of wages, and their right to deal with such questions was recognised by Her Majesty's Government. That, so far as he knew, was the only jurisdiction the Consuls laid claim to. But by the new provision to which he referred a power was given to the Magistrate to punish seamen on foreign ships in the waters of the colony for offences not in themselves criminal, but which in British ships were made criminal. If a man disobeyed the lawful commands of the master of a British ship, he was liable to be punished, but if a foreigner on a foreign ship in this harbour did so he could not be punished. The Consul could not imprison him because he had no jurisdiction at all, as had just been said, and we could not imprison him because we had no jurisdiction by statute over offences of this nature, though of course we could punish him in the ordinary course for any such offence as larceny or assault. This matter had been brought prominently forward through a complaint from the Italian Consul. The matter went home to the Foreign Office, and a reference was made to the Colonial Office. Singapore had an ordinance to this effect. This new power was carefully guarded. The Consul himself was vested with no power to do anything; the Magistrate could only deal with any such case on the written application of the Consul. The note of the Board of Trade on the clause concerning desertion was—"Good; far beyond Imperial law." The note of the Board as to dealing with foreigners on foreign ships was,—

"Good, and this is what we ought to have in the United Kingdom," with a reference

to the Singapore Ordinance.

ing sections of the ordinance relating to the health of seamen, which placed ships of war under the same health regulations as other ships. The latter he said, was a question which should, properly speaking, be referred to the Admiralty, but he did not anticipate any objection; there was a similar law at Malta. The last clause he referred to was one to put a stop to the practice of junks and boats hanging on to incoming steamers and crowding and swarming round the ships to the great danger of life and inconvenience of navigation. There had been some very sad accidents by their boats getting swamped. These boats were a great nuisance to the commanders of vessels. There was a doubt whether they could be legally punished, but that was removed by the clauses marked c and f in the draft. The Attorney General had not finished calling attention to the points when the Council adjourned; the Bill will be proceeded with on Saturday. It was proposed that Council should sit from day to day and get through with this ponderous measure, but the unofficial members stated that this would be inconvenient to them, and the idea was abandoned.

THE C. D. FUND DESPATCHES.

THE REVENUE UNDER ORDINANCE NO. 10 OF 1867.

The papers given in yesterday's *Gazette* in connection with the subject, may be briefly summarised. On the 13th April Sir M. Hicks-Beach wrote to the Governor informing him that Sir Harcourt Johnstone had (April 4) asked, in the House, "whether the attention of the Secretary of State for the Colonies had been directed to a recent outrage committed under the regulations of the Chief Inspector of Police at Hongkong, which is now forming the subject of inquiry by a Commission appointed by the Governor, and whether he was prepared to cause special investigation to be made as to the manner in which the Revenue derived from licensing houses of ill-fame is raised and expended for the service of the colony." The Secretary of State wrote to the Governor:—"It has been alleged that the balance of the fund now in hand amounts to \$50,000, and though I am scarcely likely that such is the case, I should wish to have full information on the subject. If therefore this point has not already been dealt with by the Commission, I request that you will either invite them to include in their report a statement of the condition of any fund that has been formed under the 66th section of the Ordinance, together with any recommendation on the subject that they may think proper to make; or that you will obtain this information from the records of the Treasury and report to me at an early date the result of your inquiry."

The Governor on receipt of this despatch transmitted a copy of it to the Commission on the Contagious Diseases Ordinance, and also communicated with the heads of the department's concerned, that is the Treasury and the Registrar-General's department. He wrote to the Secretary of State, July 1st, as follows:—"I find that the fund to which you refer, has not been in existence for many years. The section of the Ordinance No. 10 of 1867 mentioned in the despatch, by which brothel licenses, and fines and fees from prostitutes were to form a separate fund for the purposes of the Ordinance, was not complied with; but such monies were treated as a part of the regular revenue and used for the general purposes of Government."

"The commission having asked Mr. Cecil Clementi Smith, who is both Registrar-General and Treasurer, to explain this, Mr. Smith replied as follows:—"From the year 1859 until the present time the revenue and expenditure in connection with houses of ill-fame have been included in the annual Estimates of the Colony which have from time to time in due course received legislative sanction. Under what circumstances this arrangement was commenced I have no knowledge, but I recollect having made some inquiry about it in the time of Sir Hercules Robinson when I took charge of this office and was informed that after consideration it had been so ordered by the Governor."

"Undoubtedly when the licensing of brothels was first proposed in Hongkong the formation of a separate fund was one of the conditions on which the Legislature agreed to the scheme, and Mr. Caldwell, the former Registrar General, appears to have formed such a fund. The Ordinances on this subject have been worked so much in the dark, and such exceptional powers have been exercised by the Registrar General, that it is not an easy matter to ascertain the circumstances under which this particular provision of the law was set aside. As far as the breach of section 68 of Ordinance 10 of 1867 is concerned, Sir Hercules Robinson can hardly be held accountable for it, as his successor Sir Richard MacDonnell was the Governor of Hongkong when Ordinance 10 of 1867 was passed. Last year, soon after I reached the Colony, I observed in that part of the Blue Book returns for which the Treasurer is responsible (page 22 of Blue Book for 1877) that the Fees from Brothels appeared to be treated as a Special Receipt. Having now, however, ascertained from Mr. Smith's answer to the Commission, that this was really not so, I instructed him, as the head of the two departments concerned, to comply with the law and constitute the Fund without any further delay. I enclose a copy of the Acting Colonial Secretary's correspondence with Mr. Smith, from which it will be seen that there will be no difficulty in doing this."

"As regards the actual amount of money obtained from this source, and the amount spent on the Lock Hospital, the Commissioners are getting full information from Mr. Smith. Their calculations have not yet been completed, but the Chairman of the Commission tells me that he thinks it not unlikely that the sum mentioned in your despatch \$50,000, will be found to have been gained over and above the cost of the Brothel System, when the expenditure for the purposes of the Ordinance is deducted from the total receipts."

"In the question put in the House of Commons it is assumed that the occurrence which led to the appointment of the Commission took place 'under the regulations of the Chief Inspector of Police at Hongkong,' but the death of the two Chinese women was owing to the action of an Inspector of Brothels, who is an officer of the Registrar General's department, and who is not under the Police authorities."

The Secretary of State, in acknowledging the despatch, simply said he approved of the steps taken for constituting a special fund from houses of ill-fame in accordance with Ordinance 10 of 1867.

ing sections of the ordinance relating to the health of seamen, which placed ships of war under the same health regulations as other ships. The latter he said, was a question which should, properly speaking, be referred to the Admiralty, but he did not anticipate any objection; there was a similar law at Malta. The last clause he referred to was one to put a stop to the practice of junks and boats hanging on to incoming steamers and crowding and swarming round the ships to the great danger of life and inconvenience of navigation. There had been some very sad accidents by their boats getting swamped. These boats were a great nuisance to the commanders of vessels. There was a doubt whether they could be legally punished, but that was removed by the clauses marked c and f in the draft. The Attorney General had not finished calling attention to the points when the Council adjourned; the Bill will be proceeded with on Saturday. It was proposed that Council should sit from day to day and get through with this ponderous measure, but the unofficial members stated that this would be inconvenient to them, and the idea was abandoned.

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STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MEDI-
TERRANEAN PORTS, SOUTH-
AMPTON, AND LONDON;
VIA BOMBAY.

BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steam-ship
KASHGAR, Captain E. J. BAKER, will
leave this on SATURDAY, the 22nd
November, at Noon.
Tea and General Cargo for London will
be conveyed via Bombay without tranship-
ment, arriving one week later than by the
direct route. Silk and Valuables will be
transferred to the Calcutta steamer at
Galle.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, November 10, 1879. no22

MITSU BISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. TAKASAGO MARU, Capt.
YOUNG, will be despatched as above
on SATURDAY, the 29th inst., at Day-
light.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 28th.

No Bill of Lading signed under \$2
Freight.
All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$50. Steerage \$15.
"YOKOHAMA & DO." Do. \$75. Do. \$20.
A REDUCTION is made on RETURN CABIN
PASSAGES.

CARGO AND PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's OFFICES, No. 6, QUEEN'S ROAD
CENTRAL.

Hongkong, November 17, 1879. no29

**Occidental & Oriental Steam-
Ship Company.**

**TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,**

**IN CONNECTION WITH THE
CENTRAL**

AND

**UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES**

AND

ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched
for San Francisco via Yokohama,
on WEDNESDAY, December 3rd, 1879, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 2nd December. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Offices addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,
Acting Agent.

Hongkong, October 24, 1879. de3

Notices of Firms.

NOTICE.

WE have authorized Mr. JOHN MAC-
GREGOR to SIGN our Firm.

JARDINE, MATHESON & Co.

Hongkong, November 1, 1879. del

NOTICE.

THE Undersigned has established him-
self at the Premises formerly occupied
by LAMBERT, ATKINSON & Co., Peddar's
Wharf, as

AUCTIONEER, APPRAISER

AND

COMMISSION AGENT.

All GOODS entrusted for SALE will be
fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

NOTICE.

THE Interest and Responsibility of
Mr. C. BRAUN in our Firm, CEASED
on the 23rd September a.c.

Mr. C. STIEBEL is authorized to SIGN
our Firm.

REISS & Co.,
Hongkong, Shanghai, Yokohama.

Hongkong, October 3, 1879. ja3

NOTICE.

FROM the 1st of OCTOBER,
DR. EASTLAKE will receive his
PATIENTS at his new DENTAL ROOMS,
No. 50, QUEEN'S ROAD CENTRAL, over the
MEDICAL HALL.

Hongkong, September 28, 1878.

Notices of Firms.

NOTICE.

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN
SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3se80

NOTICE.

MR. HEINRICH EBELL retired from
our firm on the 22nd August last,
and his INTEREST and RESPONSIBILITY
therein CEASED from that date.

HERTON, EBELL & Co.

Hothow, November 16th, 1879.

OUR Business will in future be carried
on under the firm or style of HER-
TON & Co. Mr. LOUIS JEIDELL is
authorized to sign the firm's name.

HERTON, EBELL & Co.

Hothow, Pakhoi and Hapfong,
November 16th, 1879. del5

To Let.

TO BE LET.

GROUND FLOOR OF HOUSE, No. 3,
MARINE LOT No. 65, Praya, Wan-
chai, formerly known as the "BLUE
HOUSES," with possession on 1st Decem-
ber.

MEYER & Co.

Hongkong, November 13, 1879. del

"ROSE VILLAS"—EAST.

SIX ROOMS, upon BONHAM and
ROBINSON ROADS. GAS, WATER,
FLOWER and VEGETABLE GARDEN, STABLE
and TENNIS LAWN.

Apply to
SHARP & DANBY,

No. 6, Queen's Road Central.

Hongkong, November 1, 1879.

TO LET.

A FIRST-CLASS STONE FLOORED GC-
DOWN, Situated upon MARINE LOT
10. Possession from 1st December next.

Also, the Two HOUSES, Nos. 14 and
16, Stanley Street, now in the occupation
of the TEMPERANCE HALL. Possession
from 1st December.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, November 1, 1879.

TO LET.

TWO Commodious HOUSES Situated
in PEEL STREET, Nos. 13A and 13B,
with GAS and WATER laid on.

For further Particulars and Conditions,
apply to the Undersigned here.

YOUNG MAW,

No. 33, Gage Street.

Hongkong, October 31, 1879. del

STORAGE.

GOODS RECEIVED ON STORAGE in
GODOWNS in PEDDAR'S WHARF
BUILDINGS, at Moderate Terms.

Apply to
G. R. LAMBERT.

Hongkong, August 9, 1879.

TO LET.

ON MARINE LOT No. 65, FIRST-CLASS
GRANITE GODOWNS.

Apply to
MEYER & Co.

Hongkong, July 25, 1879.

Insurances.

SCOTTISH IMPERIAL INSURANCE
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at
Current Rates. Considerable Reduc-
tion in Premium for LIFE Insurance in
China.

MEYER & Co., Agents.

Hongkong, June 2, 1879. 2ja80

SWISS LLOYD

TRANSPORT-INSURANCE COMPANY

OF WINTERTHUR.

INSURANCES granted on MARINE
RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879. 3ja80

YANGTZE INSURANCE

ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000

PERMANENT RESERVE.....Tls. 230,000

SPECIAL RESERVE FUND.....Tls. 206,370

**TOTAL CAPITAL AND AC-
CUMULATION, 25th**

April, 1879.....Tls. 856,370

Directors.

F. B. FORBES, Esq., Chairman.

M. W. BOYD, Esq. Wm. MEYERINK, Esq.

C. LUCAS, Esq. S. D. WEBB, Esq.

HEAD OFFICE—SHANGHAI.

Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH.

**Messrs BARING BROTHERS & Co.,
Bankers.**

**FULLARTON HENDERSON, Esq.,
Agent.**

8, St. Michael's Alley, Cornhill, E.C.

POLICIES granted on Marine Risks to all
parts of the World.

Subject to a charge of 12 1/2 per cent for Interest
on Shareholders' Capital, all the PROFITS
of the UNDERWRITING BUSINESS will be
annually distributed among all Contributors
of Business in proportion to the Premium
paid by them.

**RUSSELL & Co.,
Agents.**

Hongkong, October 1, 1879. 1oc80

Insurances.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER

of
His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20 per cent allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE

COMPANY OF

MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling

of which is paid up £ 100,000 "

Reserve Fund upwards of £ 120,000 "

Annual Income £ 250,000 "

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

CHINESE INSURANCE COMPANY,

(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.

In accordance with the Company's Articles
of Association, Two Thirds of the Profit,
are distributed annually to Contributors
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

J. BRADLEE SMITH,

Secretary.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and

Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

**GILMAN & Co.,
Agents.**

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

**MELOHRS & Co.,
Agents, Royal Insurance Company.**

Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE

COMPANY.

THE Undersigned are prepared to grant
Policies against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20 per cent on the Premium.

**NORTON & Co.,
Agents.**

Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE

COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Siam and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

**JAS. B. COUGHTRIE,
Secretary.**

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein,
on Goods on board Vessels and on Halls
of Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first-class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
**ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.**

Hongkong, January 4, 1867.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers								
Adria	2 b	Seaton	Brit. str.	780	Nov. 11	P. & O. S. N. Co.	Bombay	
Atalanta	2 b	Petersen	Ger. str.	782	Nov. 19	Meyer & Co.		
Bombay	4 k	Johnson	Brit. str.	749	Feb. 12	Kwok Acheong		
Charlton	2 c	Johnson	Brit. str.	786	Nov. 19	Tack Mee Hop		
China	5 c	Alderton	Brit. str.	1036	Nov. 19	P. & O. S. N. Co.	Yokohama	Mails
Chinkiang	4 c	Orr	Brit. str.	799	Nov. 19	Siemssen & Co.	Shanghai	To-morrow
Craiglands	5 c	Smith	Brit. str.	709	Nov. 10	Russell & Co.		
Danube	2 b	Clanchy	Brit. str.	661	Nov. 18	Yuen Fat Hong	Bangkok	
Electra	5 c	Bühme	Ger. str.	1169	Nov. 20	Siemssen & Co.		
Fama	6 b	Stopani	Brit. str.	117	Nov. 18	H. K. & W'pon Dook Co.		Tug Flying
Faroria	4 c	Schultz	Ger. str.	1115	Nov. 19	Siemssen & Co.		
Gorm	5 b	Möller	Dan. str.	750	Nov. 11	Siemssen & Co.	Saigon	To-day
Hakon Adelsten		Bergh	Norw. str.	908	Nov. 10	Siemssen & Co.	Hilo	To-morrow
Kasbar	5 c	Baker	Brit. str.	1515	Nov. 18	P. & O. S. N. Co.	Europe, &c.	Mails, 22nd
Merionethshire	5 c	Rickards	Brit. str.	1245	Nov. 2	Adamson, Bell & Co.	Yokohama & Higo	
Namoa	5 b	Westoby	Brit. str.	862	Nov. 19	Douglas Lapralck & Co.	Coast Ports	23rd, daylight
Nornia		Love	Brit. str.	606	May 31	Kwok Acheong		Coast Ports
Olaf	3 b	Andersen	Dan. str.	976	Nov. 14	Siemssen & Co.	Saigon	
Radnorshire	5 c	Davies	Brit. str.	1201	Nov. 19	Adamson, Bell & Co.	London, &c.	
Romulus	4 c	Watt	Brit. str.	486	Nov. 18	Jardine, Matheson & Co.	Shanghai	24th inst.
Sa Gull	8 k	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		